STATUTORY RULES OF NORTHERN IRELAND

2018 No. 124

ROAD TRAFFIC AND VEHICLES

The Bus Lanes (Belfast Rapid Transit, East and West Corridors) Order (Northern Ireland) 2018

Made - - - -	*4th June 2018*
Coming into operation -	*25th June 2018*

The Department for Infrastructure(**a**) makes the following Order in exercise of the powers conferred by Article 4(1), (2) and (3) of, and paragraph 5 of Schedule 1 to, the Road Traffic Regulation (Northern Ireland) Order 1997(**b**) and now vested in it(**c**).

The Department has consulted such persons as it considered appropriate in compliance with paragraphs 1 and 2 of Schedule 1 to that Order.

The Department has published a notice in compliance with paragraphs 1 and 3 of that Schedule.

Six hundred and sixty four written objections, three representations and one petition have been received and duly considered. Two hundred and eighty nine of the objections and the petition have subsequently been withdrawn. A further nine representations in support have been received.

The Department has modified the draft Order.

Citation and commencement

1. This Order may be cited as The Bus Lanes (Belfast Rapid Transit, East and West Corridors) Order (Northern Ireland) 2018 and shall come into operation on 25th June 2018.

Interpretation

2. In this Order—

"bus" means a motor vehicle constructed or adapted to carry more than 8 passengers (exclusive of the driver);

"bus lane" means the areas of those lengths of road specified in Schedule 1;

"cycle" has the same meaning as in the Order of 1995;

(**a**) 2016 c. 5 (N.I.)
(**b**) S.I. 1997/276 (N.I. 2)
(**c**) S.R. 1999 No. 481 Article 6(*d*) and Schedule 4 Part IV

"disabled person" means a person who has been issued with a disabled person's badge;

"disabled person's badge" means a badge issued under section 14 of the Chronically Sick and Disabled Persons (Northern Ireland) Act 1978 (c. 53);

"lay-by" means a surfaced area adjacent to the carriageway intended for the waiting of vehicles;

"medical practitioner" means a registered person within the meaning of the Medical Act 1983(**a**);

"motor cycle" has the same meaning as in the Order of 1995; and

"permitted taxi" means a taxi which is either—

(i) licensed to stand or ply for hire on a road or public place and subject to Bye-Laws made in respect of Motor Hackney Carriages standing or plying for hire made by the Council of the County Borough of Belfast on 4th June 1951 and which meets the specifications prescribed by regulation 41 of the Public Service Vehicles (Conditions of Fitness, Equipment and Use) Regulations (Northern Ireland) 1995(**b**); or

(ii) licensed to operate carriage services under the road service licence provision of Part II of the Transport Act (Northern Ireland) 1967(**c**).

Prohibitions on traffic

3. Subject to Article 4 and save as provided in Article 5, a person shall not, during the hours between 7.00 a.m. to 7.00 p.m. on the days Monday to Saturday inclusive, except upon the direction or with the permission of a constable in uniform, cause or permit any vehicle—

(a) other than a bus, cycle, motor cycle or permitted taxi to enter, proceed or wait in a bus lane specified in Part 1 or Part 3 of Schedule 1; or

(b) other than a bus or cycle to enter, proceed or wait in a bus lane specified in Part 2 of Schedule 1.

Restriction of waiting

4. A bus, cycle, motor cycle or permitted taxi may only wait in a bus lane to enable a person to board or alight from the vehicle and the period of waiting shall not exceed two minutes.

Exceptions

5. The prohibitions in Article 3 shall not render it unlawful for any person to cause or permit any vehicle to enter, proceed or wait in a bus lane so far as such entry, proceeding or waiting is reasonably necessary for the avoidance of an accident or to enable the vehicle to be used—

(a) in an emergency by a medical practitioner, or for police, military, fire and rescue or ambulance purposes; or

(b) in the services of the Department in pursuance of its statutory powers or duties; or

(c) by or on behalf of the Northern Ireland Transport Holding Company(**d**); or

(d) for any of the following operations provided that they can be conveniently carried out only from the bus lane—

(i) in an emergency in connection with the laying, erection, alteration or repair of any electronic communications apparatus as defined in Schedule 2 to the Telecommunications Act 1984(**e**); or

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(**a**) 1983 c. 54
(**b**) S.R. 1995 No. 447
(**c**) 1967 c. 37 (N.I.) to which there are no relevant amendments
(**d**) Established by Sections 47 and 48 of, and Schedule 1 to the Transport Act (Northern Ireland) 1967 c. 37
(**e**) 1984 c. 12 as amended by 2003 c. 21 Schedule 3 paragraph 2(2)

(ii) by or on behalf of the holder of a licence granted under Article 10 of the Electricity (Northern Ireland) Order 1992(**a**) or a licence granted under Article 8 of the Gas (Northern Ireland) Order 1996(**b**) in an emergency in connection with the discharge of the holder's functions within the bus lane or an area accessible only from the bus lane; or

(iii) by or on behalf of a sewerage undertaker or a water undertaker in an emergency in connection with the discharge of that undertaker's functions within the bus lane or an area accessible only from the bus lane; or

(iv) in the services of a district council in pursuance of its statutory powers or duties within the bus lane or an area accessible only from the bus lane between the hours of 10.00 a.m. and 2.00 p.m.; or

(v) for the loading or unloading of goods or burden at premises adjacent to or accessible only from a bus lane specified in Part 1 or Part 3 of Schedule 1 between the hours of 10.00 a.m. and 2.00 p.m.; or

(vi) by or on behalf of a universal service provider, as defined in section 4(3) and (4) of the Postal Services Act 2000(**c**), for the purposes of the delivery of postal packets, as defined in section 125 of that Act, to or collection from premises adjacent to or accessible only from the bus lane between the hours of 10.00 a.m. and 2.00 p.m.; or

(vii) in connection with building, repair or demolition work at premises adjacent to or accessible only from the bus lane between the hours of 10.00 a.m. and 2.00 p.m.;

(e) for access to or from premises adjacent to or accessible only from the bus lane; or

(f) for access to or from a lay-by adjacent to or accessible only from the bus lane; or

(g) for the removal of any obstruction to traffic.

6. The prohibitions in Article 3 shall not render it unlawful for any person to cause or permit any vehicle displaying a disabled person's badge to wait in a bus lane specified in Part 1 or Part 3 of Schedule 1 to enable a disabled person to board or alight from that vehicle provided that such boarding or alighting does not cause the vehicle to wait in the same place for more than 10 minutes.

Revocations

7. The provisions specified in column (1) of Schedule 2 are revoked to the extent specified in column (3).

Sealed with the Official Seal of the Department for Infrastructure on 4th June 2018

(L.S.)

G F McKenna
A senior officer of the Department for Infrastructure

(**a**) S.I. 1992/231 (N.I. 1) as amended by S.I. 2003/419 (N.I. 6), S.R. 2007 No. 283, S.R. 2007 No. 284, S.R. 2007 No. 303, S.R. 2007 No. 320, S.R. 2007 No. 321, S.I. 2007/913 (N.I. 7) and S.R. 2011 No. 155
(**b**) S.I. 1996/275 (N.I. 2) as amended by S.R. 2006 No. 358, S.R. 2011 No. 155 and S.R. 2013 No. 92
(**c**) 2000 c. 26

SCHEDULE 1

Article 2

BUS LANES

PART 1

EASTERN CORRIDOR

CHAPTER 1

OUTBOUND

1. The northern side of the country bound (eastbound) carriageway of East Bridge Street, Belfast, from a point 54 metres east of the eastern kerbline of Oxford Street to a point 19 metres west of the western kerbline of a link road to Short Strand, bounded on its northern side by the northern kerbline of East Bridge Street, the outer edge of a lay-by, private accesses, the outer edge of a slip road and its junction with Laganbank Road, and on its southern side by the outer edge of a road marking in the form of a continuous longitudinal white line broken only by a gap opposite the junction, a road marking in the form of a longitudinal broken white line and the controlled areas of pedestrian crossings.

2. The northern side of the country bound (eastbound) carriageway of Albertbridge Road, Belfast, from a point 23 metres west of the western kerbline of Cluan Place to a point 3 metres west of the western kerbline of Paulett Avenue, bounded on its northern side by the northern kerbline of Albertbridge Road, the outer edge of a lay-by and its junction with Cluan Place, and on its southern side by the outer edge of a road marking in the form of a continuous longitudinal white line broken only by a gap opposite the junction.

3. The northern side of the country bound (eastbound) carriageway of Albertbridge Road, Belfast, from a point 98 metres east of the eastern kerbline of Stonyford Street to a point 186 metres east of the eastern kerbline of Stonyford Street, bounded on its northern side by the northern kerbline of Albertbridge Road, and on its southern side by the outer edge of a road marking in the form of a continuous longitudinal white line broken only by a gap at a controlled pedestrian crossing.

4. The northern side of the country bound (eastbound) carriageway of Upper Newtownards Road, Belfast, from a point 42 metres west of the western kerbline of Irwin Avenue to a point 47 metres east of the eastern kerbline of Irwin Avenue, bounded on its northern side by the northern kerbline of Upper Newtownards Road and its junction with Irwin Avenue, and on its southern side by the outer edge of a road marking in the form of a continuous longitudinal white line broken only by a gap opposite the junction and the controlled areas of a pedestrian crossing.

5. The northern side of the country bound (eastbound) carriageway of Upper Newtownards Road, Belfast, from a point 110 metres east of the eastern kerbline of Irwin Avenue to a point 39 metres east of the eastern kerbline of Clonlee Drive, bounded on its northern side by the northern kerbline of Upper Newtownards Road and its junctions with Oakland Avenue, Ebrington Gardens and Clonlee Drive, and on its southern side by the outer edge of a road marking in the form of a continuous longitudinal white line broken only by the gaps opposite the junctions and the controlled areas of a pedestrian crossing.

6. The northern side of the country bound (eastbound) carriageway of Upper Newtownards Road, Belfast, from a point 68 metres east of the eastern kerbline of North Road to a point 10 metres west of the western kerbline of Castleview Terrace, bounded on its northern side by the northern kerbline of Upper Newtownards Road, the outer edge of a lay-by and private accesses, and on its southern side by the outer edge of a road marking in the form of a continuous longitudinal white line broken only by the controlled areas of a pedestrian crossing.

7. The northern side of the country bound (eastbound) carriageway of Upper Newtownards Road, Belfast, from a point 34 metres east of the eastern kerbline of Earlswood Road to a point 44 metres east of the eastern kerbline of Ormiston Park, bounded on its northern side by the northern kerbline of Upper Newtownards Road and its junctions with Eastleigh Drive, Belmont Church Road, Greenwood Avenue, Greenwood Park, Ormiston Crescent, Ormiston Drive and Ormiston Park, and on its southern side by the outer edge of a road marking in the form of a continuous longitudinal white line broken only by gaps opposite the junctions and the controlled areas of pedestrian crossings.

8. The northern side of the country bound (eastbound) carriageway of Upper Newtownards Road, Belfast, from a point 33 metres east of the eastern kerbline of Stormont Park to a point 40 metres east of a point opposite its junction with the eastern kerbline of Summerhill Avenue, and bounded on its northern side by the northern kerbline of Upper Newtownards Road and private accesses, and on its southern side by the outer edge of road markings in the form of a continuous longitudinal white line broken only by a road marking in the form of a longitudinal broken white line and the controlled areas of pedestrian crossings.

9. The northern side of the country bound (eastbound) carriageway of Upper Newtownards Road, Belfast, from a point 27 metres west of a point opposite the western kerbline of Rosepark (western junction) to a point 98 metres west of the western kerbline of Stoney Road, bounded on its northern side by the northern kerbline of Upper Newtownards Road and private accesses, and on its southern side by the outer edge of a road marking in the form of a continuous longitudinal white line broken only by a gap opposite an access to the Maynard Sinclair Pavilion and the controlled areas of a pedestrian crossing.

10. The northern side of the country bound (eastbound) carriageway of Upper Newtownards Road, Belfast, from a point 143 metres east of the eastern kerbline of Stoney Road to a point 9 metres west of a point opposite its junction with the western kerbline of Reaville Park, bounded on its northern side by northern kerbline of Upper Newtownards Road, and on its southern side by the outer edge of a road marking in the form of a continuous longitudinal white line.

11. The northern side of the country bound (eastbound) carriageway of Upper Newtownards Road, Dundonald, from a point 111 metres east of a point opposite the western kerbline of Galway Park to a point 127 metres west of a point opposite its junction with the western kerbline of East Link Road, bounded on its northern side by the northern kerbline of Upper Newtownards Road, the outer edge of a lay-by and a private access, and on its southern side by the outer edge of a road marking in the form of a continuous longitudinal white line broken only by a gap opposite the private access.

12. The northern side of the country bound (eastbound) carriage way of Upper Newtownards Road, Dundonald, from a point 48 metres east of a point opposite the eastern kerbline of East Link Road to a point 10 metres west of the western kerbline of St John's Wood Park, bounded on its northern side by the northern kerbline of Upper Newtownards Road and a private access, and on its southern side by the outer edge of a road marking in the form of a continuous longitudinal white line.

13. The northern side of the country bound (eastbound) carriageway of Upper Newtownards Road, Dundonald, from a point 81 metres west of the western kerbline of Cherryhill Road to a point 133 metres east of the western kerbline of Cherryhill Road, bounded on its northern side by the northern kerbline of Upper Newtownards Road, private accesses and its junction with Cherryhill Road, and on its southern side by the outer edge of a road marking in the form of a continuous longitudinal white line broken only by a gap opposite the junction and the controlled areas of a pedestrian crossing.